





## Intimations.

## DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

SPECIAL AGENTS for MELLIN'S FOOD, FOR INFANTS AND INVALIDS.

WHY MELLIN'S FOOD is the best for Infants and Invalids. MELLIN'S FOOD dissolved in milk, yields a Perfect Food, after Nature's Model, containing all the substances required for the support and nourishment of the whole body. MELLIN'S FOOD is not farinaceous and is perfectly free from starch. MELLIN'S FOOD does not contain cane-sugar. MELLIN'S FOOD is rich in blood, brain, and bone-forming components. MELLIN'S FOOD contains a large percentage of soluble carbohydrates and nitrogenous matter in such a form, that it is readily assimilated by the youngest infant or debilitated invalid.

(Telephone No. 60.) 22, QUEEN'S ROAD CENTRAL, Hongkong, 27th January, 1889.

## A. S. WATSON &amp; CO., LTD., Established A.D. 1841.

FAMILY, DISPENSING, & GENERAL CHEMISTS. WHOLESALE AND RETAIL DRUGGISTS. PERFUMERS. Importers and Exporters of MANILA CIGARS, SEEDSMEN. WINE AND SPIRIT MERCHANTS. PATENT MEDICINE PROPRIETORS and MANUFACTURERS of AERATED WATERS.

BUSINESS ADDRESSES: THE HONGKONG DISPENSARY, HONGKONG. THE SHANGHAI DISPENSARY, SHANGHAI. THE HONGKONG DISPENSARY, TIENTSIN. THE BOTICA INGLESA, MANILA. THE HONGKONG DISPENSARY, HANKOW. THE DISPENSARY, FOOTHOW. THE CANTON DISPENSARY, CANTON. Hongkong, 18th January, 1889.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 6, 1889.

THE action of Mr. POLLOCK in firing Mr. DAVID KENNEDY of the Horse Repository five dollars for nominally assaulting a coolie has caused a good deal of discussion, especially amongst the members of that privileged class who vary the monotony of life in this not too lively colony by occasionally "riding in carriages." Paltry in itself the case assumes considerable importance from two or three points connected with it, and which would seem to require some explanation. It is understood that the prosecution was directly instigated by the Government. As the alleged assault was of the most trivial character it is not easy to understand what business it was of the Government to interfere at all in the matter. So far as we can see there was no principle of outraged justice to vindicate, no broad issue at stake of the least importance to the Executive or to any particular section of the community. The coolie who was assaulted had the same remedy ready to his hand as any other resident, foreigner or Chinese; if he felt aggrieved, on applying at the Magistracy a summons against his assailant would at once have been granted. But this martyr does not appear to have thought that he had any grievance and he took no steps to make himself out a victim to European brutality until instigated or prompted by some high Government official, some soft-hearted and soft-headed philanthropist who would have been very much better employed minding his own business. Here is another peculiar phase of the case. The assault was committed on January 12th, but it was not until the 26th that Mr. KENNEDY was haled up before "his Honour." It took either the complainant or the instigator of the prosecution exactly a fortnight to discover the enormity of the offence.

Mr. KENNEDY was driving along the street and a coolie, notwithstanding being warned repeatedly to get out of the way, obstinately remained an obstacle in front of the carriage. Mr. KENNEDY then "flicked" him with his whip, and only avoided running over him by the merest chance. And for this well-intended "flick" the Government is credited with hounding on a criminal prosecution against a respectable member of the community, and a sapient magistrate imposed a penalty of five dollars. Although the coolie was not in any way hurt, it must be admitted that it was very wrong of Mr. KENNEDY to "flick" him with his driving whip. However nominal the offence, it constituted an assault in law. Had the coolie been knocked down and run over he would only have got what he deserved, and as no charge of carelessness or recklessness was alleged against the driver of the vehicle, the latter would have been held

blameless for the accident. This view of the matter, and a very practical one it is, will perhaps commend itself to the person who made it his special business to initiate the proceedings at the police court.

The difficulty of driving safely through the streets and roads of this colony is only known to those who are in the habit of indulging in what should be a healthful pastime. If there are any recognised rules of the road, as in all other cities which have any pretensions to civilisation, they are wantonly ignored and it appears to be nobody's business to see them carried out. Instead of using the side-walks, which we assume were specially constructed for pedestrians, and leaving the road-ways for vehicles and general traffic, we find the pavements almost entirely neglected and the streets crowded with Chinese, who shuffle about oblivious of everything around them. A carriage comes along and the driver finds the utmost difficulty in picking his way; a confused mass of pedestrians and rickshaws impedes his every step, all his shouting is of no avail, and to save a serious accident he lightly "flicks" the leading obstructionist with his whip and passes on, generally receiving a choice quotation from the Chinese classics as a return for his well-meant kindness. We would be the last to advocate the slightest license being permitted Europeans in striking Chinese, but in point of fact there is no other way of either riding or driving safely along the streets under the existing system but by good humouredly "flicking" with the whip those who remain deaf to all other warnings. When a mandarin passes along the streets of a Chinese city a number of lictors with whips clear the way for him, and they do not merely "flick" those who happen to be in the way. This, being a national custom it may be that the lower classes of Chinese who crowd our thoroughfares do not recognise any other signal to allow a passage to vehicles. But however that may be, we contend that those of the community who drive carriages and other vehicles, and conform to the rules of the road, have as much right to Government protection as the coolies who ignore all regulations and either ignorantly or purposely place themselves in constant danger of being run over. It is not a case of a privileged class asking for special or exclusive privileges, but the community at large claiming rights for which they are heavily taxed. And we fail to recognise the philanthropy which turns up the whites of its eyes when a Chinese street obstructionist receives for his own safety a harmless reminder with a driving whip for being contumacious, and yet sanctions a white man being stripped to the skin, tied up to a whipping post in Victoria Gaol and degraded and brutalised by a semi-public flogging. The moral of all this is that the Government would find better employment in making adequate provision for maintaining some sort of order in the public streets than in sanctioning such a paltry prosecution as the one under consideration, and that justice would be rather the gainer if Mr. Acting Magistrate POLLOCK levied his legal decisions with a modicum of that estimable quality called common-sense.

## TELEGRAMS.

(Reuter.)

## AUSTRO-HUNGARY.

The Archduke Charles Louis, brother of the Emperor, has resigned the heirship to the throne in favor of his son Francis.

## THE PANAMA CANAL.

The attempt to float a new issue of capital has failed.

(From the *Avenir du Tonkin*.)

## THE GENERAL MAGASIN OF HAIPHONG.

PARIS, January 20th. The Budget committee has unanimously rejected the project of re-purchasing the General Magasin of Haiphong.

(From the *Courrier d'Haiphong*.)

## THE FRENCH MILITARY BILLS.

PARIS, January 22nd. The Chamber of Deputies has voted the Military Bill after a second reading.

## THE TUNISIAN DEBT.

January 24th. The Chamber of Deputies has adopted the Bill relating to the conversion of the Tunisian debt.

## FIRE AT HANOI.

HANOI, January 25th. A fire occurred at 6 o'clock in the afternoon in the Paper Village, and was extinguished about 8. Chancellor Hauser, the commander of the Fire Brigade, was slightly wounded on the left side of the head.

## THE CHAMBER OF DEPUTIES.

PARIS, January 25th. No incident has occurred in the Chamber of Deputies. Several groups belonging to the parliamentary majority meet every evening.

## DEATH OF THE EMPEROR OF ANNAM.

HAIPHONG, January 31st. The Emperor Dong-Canh died suddenly on the 29th inst. at Hue.

(Special to *Hongkong Telegraph*.)

## SERIOUS RIOTS AT CHINKIANG.

SHANGHAI, February 5th. There has been serious rioting at Chinkiang. The British and American consulates and seven houses have been burnt.

## LOCAL AND GENERAL.

TWO Gun-Lascars died yesterday, and were this morning solemnly buried over a wood-fire at Wanchai. They did not revive.

THE man who so murderously assaulted a Sikh at Wanchai last week was again remanded to-day, the constable being still in Hospital.

THE *Airline*, which arrived yesterday, proved so strong an attraction to fourteen sampan-men, &c., that they boarded her without waiting for permission. They paid \$14 for the pleasure to-day.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, on Tuesday, the 12th inst., at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

LAST night the Artillery had gun practice of a novel character on Stonecutter's Island. The electric light was thrown quickly on the water at varying distances, and blank charges were fired at supposititious boats within the field of the light.

OUR Macao correspondent in alluding to the recent decree issued in Lisbon abolishing the Colonial Boards of Treasury and creating separate *Exchequer bureaux*, gives the following new scale of salaries of several colonial functionaries, and calls attention to the anomalies inherent in such a system of distribution. The Diocesan Bishop of Macao gets \$2,700 per annum; the Chief Justice \$2,700; the Crown Attorney \$1,450; the Colonial Secretary \$1,700; the Surveyor General \$2,350; the first clerk of the Treasury \$800; the first clerk of the Colonial Secretary's Office \$700; the Colonial Surgeon \$1,000; and the Chief of the Treasury department \$2,500. It will thus be seen that the highest paid official of the colony is the chief of the Treasury department, while according to the provisions of the new decree, this entity is exempt from qualifying himself by an examination in primary instruction. Our correspondent adds that this is the height of injustice and ridicule and affords a clear proof of the erratic manner in which the Portuguese colonies are administered. There is neither common-sense nor scruple in the governing bodies in Portugal; Colonial appointments, being entirely the result of favoritism and jobbery, are not only inefficient, but prejudicial to the Colony.

We hear it reported that a movement has been started by some tradesmen in the colony to form a coalition amongst themselves for the sole purpose of studying the ultimate resources of those of their new customers whom they have reason to suspect of being in what is termed the "faby" state, and of establishing the limits of credit to be allowed them. Several wholesale and retail dealers are alleged to have been consulted on the matter, and to have readily promised to join in the secret "ring," with the laudable intent of protecting their own interests against the dangers which are inherent in the "chit" system so largely prevailing in the colony. We have purposely qualified their intention as a laudable one, as we feel convinced there is no system so injurious to trader and customer alike as that of an unlimited credit. The trader runs the risk of never being paid, while the customer is under the perpetual danger of being sued for his overcharged account, or summarily relegated to the Debtors' prison. The new precautionary measures are especially intended for the *jeuneurs d'ore* of all nationalities, and on whose inborn probity or habits of thrift acquired from good example in Europe, the climate of Hongkong has exercised a peculiarly dissolvent effect. It has been remarked that the passage through the Suez Canal has a tendency to obliterate in the minds of many who had been previously accustomed and trained to regular habits of life and to weigh expenses in the scale of incomes, all sense of regularity, order, punctuality and even duty and common honesty. Although we do not endorse this far-fetched hypothesis, we are sure climatic influences have a great deal to do with the loose style of living and of dealing which is observable in most of our new arrivals from England or America, particularly among the youthful fraternity. It is inarguable that the mission of expanding bodies, it probably acts in a similar capacity with the mind, and produces a corresponding transmutation of all the moral principles, leaving nothing behind but a residuum of dormant feelings, which a sudden awakening in a Court of Justice or a transposition to the cooler recesses of the Gaol will eventually stir into life and due poignancy. We think the proposed tradesmen's coalition is a good preventative remedy for that general disease that is so prevalent among us—an extravagant use of the credit system.

A BI-WEEKLY Portuguese illustrated bazaar paper commenced its circulation in the Colony on the 2nd inst., under the denomination of *Hongkong Alegre*, or "Gay Hongkong," and under the editorship of a Mr. José D. dos Remedios. The paper, is lithographed, contains several caricatures of the Portuguese fraternity, and is declared to be for "family circulation." The first number contains what purports to be a sketch of a statue raised to Napoleon the 1st; the artist, by the way, forgetting to copy the Italian inscription in its correct form for *Giulio Cesare*, writes *Giulio Cesare*. The sketch is a face of the Macao statue, the artist's own mother-tongue—a language destitute alike of number, gender and grammatical inflections. The body of the paper consists of a rhapsody in what is intended for Portuguese verse, interspersed with various caricatures of a very indolent character, which, like Napoleon I's *ultimo giorno*, probably allude to existing types of the *Cynophalus Portugalia* in this Colony. The Lusitanian language made use of in the paper is by no means unrefined, grammar being, as usual with the Macao literati, tragically murdered in almost every line. Opening the rag almost at random, we found a few lines which literally translated have an undefinite meaning: "The steamer *Ningpo* was the bearer of the news brought of our correspondent in Shanghai." The short "leader" with which the paper is introduced to its readers is a chaotic mass of nonsense. The editor fully asserts that his paper will be the "basis on which to form the literary taste of his readers." Among these caricatures there is one which is directly aimed at the English community—and this is the only reason we have thought fit to denounce a few lines to the *Hongkong Alegre*. An individual is represented with a distorted, pedantic projection, with the following inscription underneath: "One has only to look at his feet to know that he is an Englishman." This is certainly a novel system of ethnological distinction; especially when it comes from a petty copying clerk who draws his subsistence from an English office, and from a class of people whose "phizzes" are in so many instances purely and simply living maps of China! Apart from a few other insignificant caricatures and more intelligent verses, the *Hongkong Alegre* is in our opinion an "exact index of that state of intellectual and moral degradation, and of social vulgarity, for which the majority of the Portuguese community of this Colony, of Shanghai, and of the neighbouring Athens of South China, stand conspicuous."

JEAN ALBAREL, the individual at Wanchai who sells wine direct from his native vineyards, has fallen a victim to his ignorance of the distinction between wholesale and retail. He has a license to sell liquors in quantities of two gallons and upwards, but the other day a servant of Inspector Swanton bought a bottle of brandy from him for forty cents. Instead of congratulating himself on having got it so ridiculously cheap, he told the Inspector, who pulled Albarel up for inflicting his license. The case was before Mr. Wodehouse to-day, when Albarel, through an interpreter, said that he thought his license covered all sales.—The case was remanded.

THE declared value of Imports and Exports passed through the Customs House of the treaty ports of Japan during the year 1887-8 was as follows:—

	1887.	1888.
Exports	56,705,607.00	52,407,679.00
Imports	65,455,206.00	44,314,248.00
	131,160,813.00	96,711,927.00

Of the above the following was passed through the Customs:—

	1887.	1888.
Exports	5,625,297.00	4,364,761.00
Imports	2,173,319.00	1,451,507.00
	7,798,616.00	5,816,268.00

## THE SUICIDE OF A DENTIST.

Despite the unwearying efforts for thirteen hours of the principal doctors in the Colony, assisted by several Good Samaritans, Elliot Douglas, the assistant to Dr. Noble, died last night from the effects of the chloroform he had taken in the morning. An inquest was to have been held by Mr. Wodehouse this afternoon at the Magistracy, but as the witnesses were late it was adjourned until to-morrow.

We hear that deceased, who was twenty-five years of age, was doctor of dental surgery by profession, and joined Dr. Noble about two months ago. He was weak-minded, and was latterly depressed because several robberies had been committed by the police. He was to have gone to California by the *City of New York* to-day, but on Monday he said he did not think he could get away, as the police were watching him, which of course was quite a hallucination. He came here originally for the benefit of his health, and Dr. Noble recommended a sea voyage for the same reason. He is supposed to have taken two poisons, but what they were is not certain. Chloroform is believed to be one.

## THE ALICE MEMORIAL HOSPITAL FUND.

The following is the Statement of Account of the Alice Memorial Fund in aid of the Alice Memorial Hospital held in the Public Gardens on the 28th and 29th December 1888:—

Receipts.	
Lady, Des Voeux, assisted by Mrs. Wodehouse, Mrs. Just, Miss Salmon, Mrs. Yeather, Mrs. Mackintosh, Mrs. Bellion, Mrs. Layton, Miss Cameron and the Misses Holworthy	403.71
Mrs. Bell-Ing, assisted by Mrs. Noble, Mrs. Bird, Mrs. Andrew and Mrs. Hirst	176.30
Mrs. Chalmers, assisted by Mrs. Ford, Miss Crown, Miss More, Miss Hazeland and Miss Chalmers	580.60
Mrs. Forbes, assisted by Mrs. Hamilton, Mrs. and the Misses Hancock	186.37
Mrs. G. Coxon, Mrs. Hanigan, and Miss B. Cameron	1,329.27
Mrs. Jameson, assisted by Misses Lamont, Misses Edgar, Miss Kneebone, Mrs. Cooke and Miss Cole	235.27
Mrs. Manson, assisted by Miss Withers and Miss Hopkins	62.69
Dr. Cantlie	147.25
Fine Art Gallery—Mr. and Mrs. Lightwood and Mr. Ough	376.59
Bar & Grill Room—Mr. J. H. Stewart, Lockhart, Messrs. E. B. and F. Shepherd, Mr. Donohue and Mr. Thomas Doll—Gay, Clayton, Lieut. Lee, R.A., and Mr. Thimms	126.82
Programmes	10.75
Tickets	4,320.00
Miscellaneous	70.76
Total	\$8,035.38

Expenditure.	
Bills paid	\$2,052.24
Cool hire	4.00
Bad Cash and Discount	14.03
Cash in Bank	\$5,118.58
Chits outstanding	846.03
	\$5,964.61
Total	\$8,035.38

J. H. STEWART-LOCKHART, Hon. Secretary. Audited and found correct. A. G. DOWLER, A.C.A. Hongkong, 30th January, 1889.

## MACAO.

(FROM OUR CORRESPONDENT.)

MACAO, February 6th, 1889. H.E. Teixeira da Silva assumed yesterday the reins of Government. At 2 p.m. the Municipal Corporation and the Government Council assembled in the Senate House, and Bishop Medeiros in handing to the new Governor his *blow* made a speech referring to the financial and commercial state of the colony, to which H.E. replied in a few words. "Senhor Basto, Jr., president of the Municipal Corporation, in delivering the Keys of the Holy City to the Governor, expatiated upon the decadence of the Portuguese colonies in general, and of Macao in particular, owing to the absurd system of centralisation of powers pursued by the Government. He insisted on the necessity of adopting a system of self-government, such as is in vogue in the British Colonies. H.E. having briefly replied to Senhor Basto's speech, which is said to have particularly rankled in the Governor's breast—all repaired to the Cathedral, where a *Te Deum* was sung, the Monte Fort firing three salutes of 21 guns. This completed the ceremony of the Holy City to the Governor, expatiated upon the decadence of the Portuguese colonies in general, and of Macao in particular, owing to the absurd system of centralisation of powers pursued by the Government. He insisted on the necessity of adopting a system of self-government, such as is in vogue in the British Colonies. H.E. having briefly replied to Senhor Basto's speech, which is said to have particularly rankled in the Governor's breast—all repaired to the Cathedral, where a *Te Deum* was sung, the Monte Fort firing three salutes of 21 guns. 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No more typical example could be selected of the neglect of public affairs by the government, the absence of public spirit among the people, than the conditions of Chinese roads. There are abundant evidences in various parts of the empire, that there once existed great imperial highways connecting many of the most important cities, that these highways were paved with stone and bordered with trees. The ruins of such roads are found not only in the neighbourhood of Peking, but in such remote regions as Hunan and Sze-chuen. Vast sums must have been expended on their construction, and it would have been comparatively easy to keep them in repair, but this has been uniformly neglected, so that the present highways present serious impediments to travel, and the tracks have been abandoned from sheer necessity. It has been supposed that this decay of the great lines of traffic took place during the long period of disturbances before the close of the Ming dynasty, and at the beginning of the present Manchu line, but making all due allowance for political convulsions, two hundred and fifty years is surely a period sufficiently long in which to restore the arteries of the empire. No such restoration has either taken place or been attempted, and the consequence is the state of things with which we are but too familiar. The attitude of the government is handsomely matched by that of the people, who each and all are in the position of one who has no care or responsibility for what is done with the public property, so long as his compensation is not the loser. In this respect the Chinese roads are no different from anything before the public is totally alien to the Chinese mind. The 'streams and mountains,' (that is the empire), are supposed to be the property in fee simple of the Emperor for the time, to have and to hold as long as he can. The roads are his too, and if any thing is to be done to them, let him do it. But the greater part of the roads do not belong to the Emperor, in any other sense than that in which the farms of the peasants belong to him, for these roads are merely narrow strips of farms devoted to the use of those who wish to use them, not with the consent of the owner of the land, for that was never asked, but from the force of necessity. The entire road belongs to some farm, and pays taxes like any other land, albeit the owner derives no more advantage from its use than does any one else. Under these conditions it is not obviously the interest of the farmer to restrict the use of his land to travel, which he does by an extended system of ditches, and banks designed to make it difficult for any one to traverse any other than the narrow strip of land which is indispensable for communication. If the heavy summer rains wash away a part of the farm into the road, the farmer goes to the road and digs his land out again, a process which combined with natural drainage and the incessant dust-storms, results eventually in making the road a canal. Of what we mean by 'right of way' no Chinese has the smallest conception.

Travellers on the Peiho river, between Tientsin and Peking, have sometimes noticed in the river lillo-flaps, and upon inquiry have ascertained that they indicated the spots where torpedoes had been planted, and that passing boats were cautioned to avoid them. A detachment of Chinese troops engaged in artillery practice, had been known to train their canons across one of the leading highways of the empire, to the great interruption of traffic and to the terror of the animals attached to carts, the result being a serious runaway accident.

is now : a feeling of profound indifference. The key-note to this view of public affairs was sounded by Confucius himself, in a pregnant sentence, found in the *Analects* ; " The Master said : He who is not in an office has no concern with plans for the administration of its duties." To our thought these significant words are partly the result and to a very great degree the cause of the constitutional unwillingness of the Chinese to interest themselves in matters for which they are in no way responsible. M. Huc gives an excellent example of the spirit to which every reader will be able to adduce parallels. " I say," at the period of the death of the Emperor Ta-Kung-tsing, during the reign of the Emperor Peking and on one day with some Chinese citizens, we tried to get up a little political discussion. We spoke of the recent death of the Emperor, an important event, which of course must have interested everybody. We expressed our anxiety on the subject of the succession to the Imperial throne, the heir to which was not yet publicly declared. " Who knows," said we, " which of the three sons of the Emperor will have been appointed to succeed him? If it should be the eldest, will he pursue the same system of government? If the younger, he is still very young, and it is said that there are contrary influences, two opposing parties at court; to which will he lean? " We put forward, in short, all kinds of hypotheses, in order to stimulate these good citizens to make some observation. But they hardly listened to us. We came back again to this charge, and asked for some opinion or other, on questions that really appeared to us of great importance. But to all our eloquent suggestions they replied by shaking their heads, puffing out whiffs of smoke, and taking great gulps of tea. This apathy, was really beginning to provoke us, when one of these worthy Chinese, getting up from his seat came and laid his two hands on our shoulder in a manner quite paternal and said, smiling rather ironically, " Listen to me, my friend ! Why should you trouble your heart and fatigue your head by all these vain surmises? The mandarins have to attend to affairs of State ; they are paid for it. Let them earn their money then. But don't let us torment ourselves about what does not concern us. We should be great fools to want to do political business for nothing." " That is very conformable to reason," cried the rest of the company, and thereupon they pointed out to us that the weather was getting cold and our coats were not warm enough. We were present on the attack on Peking, in 1860, the British army was furnished with mules bought of the Chinese in the province of Shantung ; that Tientsin and Tungechow made capitulations on their own account, agreeing to provide the British and French with whatever was wanted, if these cities were not disturbed ; that most indispensable coolie work was done for the foreign allies by Chinese subjects hired for the purpose in Hongkong, and that when these same coolies were captured by the Chinese army they were sent back to the British ranks with their cues cut off, it is not difficult to perceive that patriotism and public spirit, if such things exist at all in China, do not mean what these words imply to Anglo-Saxons.

That was a typical Chinese, who being in command of a Chinese war junk in the war of 1842, heard of the British gunboats beating back the hostilities began and asked to be captain. On meeting that officer, the Chinese commandant proceeded to remark that he himself was not

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN  
FRANCISCO.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and

**ORIENTAL BANK CORPORATION IN  
LIQUIDATION.**

**NOTICE TO CREDITORS.**

**PAYMENT OF 6TH DIVIDEND.**

**A** 6TH DIVIDEND OF 6 1/2 % on all claims against the Hongkong Branch of the

**PAYMENT OF FINAL DIVIDEND IN ADVANCE UNDER DISCOUNT.**

**T**HE Official Liquidator, by arrangement with the Assets Realisation Co., is prepared to pay in advance to Creditors willing to receive such payment, in FULL DISCHARGE OF THEIR CLAIMS the Dividend of 5% payable on the year 1880 UNDER A DISCOUNT OF FIVE

ST. JOHN LODGE  
OF HONGKONG,  
No. 618, S.C.

A REGULAR MEETING of the above  
named Lodge will be held in FREEMASONS'

**Intimations.**

**JURY LIST, 1899.**

ALFRED. G. WISE,  
Acting Registrar,  
Registry Supreme Court,  
Hongkong, 1st February, 1889. [160]

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**KOWLOON HOTEL.**

J. C. L. ROUCH.....MANAGER.

WINE and SPIRITS of the best quality

**HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY,  
LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**T**HE DIVIDEND at the Rate of 7 per cent.  
and Bonus of 1 per cent. or \$1.60 per  
Share, declared at the Ordinary Half-Yearly

**NOTICE.**

**T**HE ELEVENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Offices of the General Agents, Peddar Street, on MONDAY, the 18th of February, at NOON, for the purpose of receiving a Report from the General Agents.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.  
NOTICE TO SHAREHOLDERS.  
THE TWENTIETH ORDINARY  
MEETING OF SHAREHOLDERS in  
the Company will be held at the Company's  
Office No. 5, Queen's Road, Victoria, at Tupper

JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, 28th January, 1889. [139]

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THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

**JAS. B. COUGHTRIE,**  
Secretary.  
Hongkong, 28th January, 1889. [140]

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**THE HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE TWENTIETH ORDINARY**

General Managers,  
Hongkong Fire Insurance Co., Limited.  
Hongkong, 1st February, 1889. [59]

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**HONGKONG AND SHANGHAI BANKING CORPORATION.**

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**NOTICE** is hereby given that the  
ORDINARY YEARLY MEETING of

**NOTICE** is hereby given that the  
**REGISTERS OF SHARES** of the  
Corporation will be **CLOSED** from **SATURDAY**,  
the 9th, to **SATURDAY**, the 23rd February  
next, (both days inclusive) during which period  
no Transfer of Shares can be registered.  
By Order of the Court of Directors,  
**G. E. NOBLE,**  
Chief Manager.

purchased from us or our Licensees can be used after the 3rd day of March, 1889, at Noon, without the consent of the New Holder of such exclusive privilege as aforesaid.

Dated 26th January, 1889.

**KHOO TEONG POH,**  
**AND**  
**CHEAK TEK SOON,**  
Opium Farmers.

HONGKONG POLO CLUB.  
PRESIDENT.  
His Excellency Sir G. W. DES VŒUX,  
K.C.M.G.  
VICE-PRESIDENTS.  
His Excellency Sir NOWELL SALMON, V.C.,  
K.C.B.

**P**ROGRAMME of Meeting to be held on the POLO CLUB GROUND, Causeway Bay, (POSTPONED owing to the weather).  
1.—One Hundred Yards Race. Open to all comers. 1st Prize \$5; 2nd \$3; 3rd \$1. 4 to start or no 2nd prize, 5 or no 3rd. Entrance free.  
2.—"Hoop Pony Scurry," \$10 added to a starting prize of \$5. Open to all comers. 1st Prize \$15; 2nd \$10; 3rd \$5. 4 to start or no 2nd prize, 5 or no 3rd. Entrance free.

**CONDITIONS.**

- 1.—Decision of the Committee to be final on all points.
- 2.—First event to start at 2.45.
- 3.—Events 2 and 4 open to Members of the Polo Club only and for *bona fide* polo ponies that have been regularly played.
- 4.—Three ponies to start for each event or no prize.

Hongkong, 31st January, 1889. [154]  
Hon. Sec.  
HONGKONG JOCKEY CLUB MEETING.  
FOURTH DAY.  
24TH FEBRUARY, 1889.  
THE POLO CUP, Presented by the HONGKONG JOCKEY CLUB for hand-bills.

**NORTH CHINA FAMINE RELIEF FUND.**  
THE HONGKONG AND SHANGHAI BANKING CORPORATION will be happy to RECEIVE SUBSCRIPTIONS to the above fund and transmit same to the Shanghai Committee.  
Hongkong, 30th January, 1889. 1889

**SINGAPORE.**  
**THE Company's Steamship**  
**"OANFA"**  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

Goods remaining in the Godowns after the 9th inst., will be subject to rent.  
Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.  
Bills of Lading will be countersigned by  
**ARNHOLD, KARBERG & Co.,**  
Agents.  
Hongkong, 4th February, 1889. [167]

Bills of Lading for Countersignature, and to take  
 Immediate delivery of their Goods from along  
 side.  
 Cargo impeding the discharge of the Vessel  
 will be landed and stored at Consignees' risk  
 and expense.  
 CHS. D. HARMAN,  
 Agent.  
 Hongkong, 1st February, 1885.

**T**HE following Particulars of Sale of Crown  
Land by Public Auction, to be held on the  
spot, on:  
**MONDAY,**  
the 11th day of February, 1889, at 4 P.M.  
are published for general information.  
By Command,  
FREDERICK STEWART

No. of Sale.	Registry No.
1	Inland Ld No. 1,215

Boundar Measurements		
N.	S. & E.	V
feet.	feet.	feet.
102	158	11

Annual amt.	Upset Price.
8	3,690

published for general information.  
By Command, **FREDERICK STEWART,**  
Colonial Secretary,  
Colonial Secretary's Office,  
Hongkong, 26th January, 1889. [13]  
Particulars of the letting by Public Auction

Registery No.	L
Inland Lot No. 1,214	Sing W

Day Measurements.		
S.	E.	W.
feet	feet	feet
181' 9"	53' 1"	41' 6"

Upset	
Price.	\$
	2,000

**For Sale.**

**FOR SALE**

LUBRICATORS.  
SINGER'S SEWING MACHINES.  
COOKING STOVES, SCALES.  
PAINTS, OILS and VARNISH.  
BICYCLES and TRICYCLES.  
JUVENILE VELOCIPEDS, HORSES and  
TRICYCLES.  
BICYCLE WHEELS for JINRICKSHAS.  
SODA WATER MACHINERY.  
JEV'S SANITARY COMBINATION



## Commercial.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—109 per cent.  
 Union Insurance Society of Canton—120 per cent.  
 China Traders' Insurance Company—\$81 per share, buyers.  
 North China Insurance—125 per share, buyers.  
 Canton Insurance Company, Limited—120 per share, sellers.  
 Yangtze Insurance Association—125 per share, buyers.  
 Chinese Insurance Company—165 per share, buyers.  
 On Tai Insurance Company, Limited—125 per share.  
 Hongkong Fire Insurance Company—365 per share, buyers.  
 China Fire Insurance Company—82 per share, buyers.  
 Hongkong and Whampoa Dock Company, 36 per cent. premium, sellers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$223 per share, ex. div., sellers.  
 China and Manila Steam Ship Company—175 per share, buyers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$170 per share, nominal.  
 Indo-China Steam Navigation Company, Limited—121 per cent. div., buyers.  
 Douglas Steamship Company—\$70 per share, buyers.  
 China Sugar Refining Company, Limited—\$207 per share, buyers.  
 Luzon Sugar Refining Company, Limited—\$90 per share, sellers.  
 Hongkong Ice Company—\$97 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$121 per share, sellers.  
 A. S. Watson & Co., Limited—100 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 B—24 per cent. premium, buyers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$99 per share, buyers.  
 Perak Tin Mining and Smelting Company—\$5 per share, nominal.  
 Punjom and Sanghli Dua Samantan Mining Co.—\$11 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—91 per cent. premium, buyers.  
 Tongkin Coal Mining Co.—100 per cent. premium, buyers.  
 The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, nominal.  
 The East Borneo Planting Co., Limited—\$50 per share, sellers.  
 The Sengul Koyah Planting Co., Ltd.—\$42 per share, sellers.  
 Cruickshank & Co., Ltd.—\$45 per share, sellers.  
 The Steam Launch Co., Limited—100 per cent. premium, nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—20 per cent. div., buyers.  
 The China-Borneo Co., Ltd.—30 per cent. prem., sellers.

## EXCHANGE.

**ON LONDON.**—Bank, T. T. 3/01  
 Bank Bills, on demand 3/01  
 Bank Bills, at 30 days' sight 3/01  
 Bank Bills, at 4 months' sight 3/01  
 Credits at 4 months' sight 3/11  
 Documentary Bills, at 4 months' sight 3/11  
**ON PARIS.**—Bank Bills, on demand 3/72  
 Credits, at 4 months' sight 3/60  
 On India, T. T. 218 1/2  
 On Demand 220  
**ON SHANGHAI.**—Bank, T. T. 71 1/2  
 Private, 30 days' sight 72 1/2

## EXPORT CARGOES.

Per *Oceanic*, str., for Yokohama, 6,579 bags Sugar, and 304 packages Merchandise. For San Francisco—22,369 bags Rice, and 7,708 packages Merchandise. For Ports beyond San Francisco—12,080 bags Rice, 2,280 packages Merchandise, and 16 cases Silks. For Overland Ports—217 bales Raw Silk, 3 cases Silks, and 15 packages Merchandise.  
 Per *City of Rio de Janeiro*, str., for Yokohama—3,365 bags Sugar, and 540 packages Merchandise. For San Francisco—21,727 bags Rice, and 10,077 packages Merchandise. For Ports beyond San Francisco—13,022 bags Rice, 2,640 packages Merchandise, and 27 cases Silks. For Overland Ports—1,011 packages Tea, 10 cases Silks, and 79 bales Raw Silk.  
 Per *Galle*, str., for Yokohama—2,225 bags Sugar, and 440 packages Merchandise. For San Francisco—21,666 bags Rice, and 5,434 packages Merchandise. For Ports beyond San Francisco—7,100 bags Rice, 2,531 packages Merchandise, and 25 cases Silks. For Overland Ports—173 bales Raw Silk, and 10 cases Silks, and 4 packages Merchandise.  
 Per *Ilon*, bark, for Honolulu—981 jars Soy, 72 packages Matting, 603 packages Tea (unknown), 174 boxes Sugar, 545 bags Beans, 85 bags Sugar, 574 boxes Nut Oil, 75 boxes Tobacco, 25 packages Rattan Chairs, 2,231 pieces Stones, 575 packages Samshoo, 37 packages Fire Crackers, and 9,267 packages Merchandise.

## OPIUM MARKET—THIS DAY.

**NEW MALWA**, per picul, (Allowance, Taels 4 to 33) \$680  
**OLD MALWA**, per picul, (Allowance, Taels 16 to 32) \$690  
**NEW PATNA**, (without choice) per chest—\$580  
**NEW PATNA**, (first choice) per chest—\$582  
**NEW PATNA**, (bottom) per chest—\$593  
**NEW PATNA**, (second choice) per chest—\$575  
**NEW BENARES**, (without choice) per chest—\$557  
**NEW BENARES**, (bottom) per chest—\$570  
**NEW PERSIAN** (best quality) per picul—\$550  
**OLD PERSIAN** (best quality) per picul—\$500  
**OLD PERSIAN** (second quality) per picul—\$475

## CHINA COAST METEOROLOGICAL REGISTER.

5th February, 1889.—At 4 p.m.

STATION	Barometer.	Thermometer.	Humidity.	Wind.	Direction.	Force.	State of Sky.	Remarks.
Wanchow.	30.15	60	80	SE	1	1	1	1
Tientsin.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
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Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
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Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
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Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
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Hongkong.	30.10	50	70	SE	1	1	1	1
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Amoy.	30.10	50	70	SE	1	1	1	1
Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1	1	1
Amoy.	30.10	50	70	SE	1	1	1	1
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Amoy.	30.10	50	70	SE	1	1	1	1
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Swatow.	30.10	50	70	SE	1	1	1	1
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Swatow.	30.10	50	70	SE	1	1	1	1
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Hongkong.	30.10	50	70	SE	1	1	1	1
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Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
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Hongkong.	30.10	50	70	SE	1	1	1	1
Swatow.	30.10	50	70	SE	1	1	1	1
Shanghai.	30.10	50	70	SE	1	1		